



CITY OF HAYWARD

AGENDA REPORT

AGENDA DATE 07/18/00
AGENDA ITEM _____
WORKSESSION ITEM WS #2

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Presentation of Draft Final Airport Master Plan, Economic Benefit Study and Status of Program Environmental Impact Report

RECOMMENDATION:

It is recommended that the City Council review and comment on this report.

BACKGROUND:

Coffman Associates, Inc., the consultant selected by the City to prepare the Hayward Executive Airport Master Plan Update (the "Project"), has submitted the Draft Final Airport Master Plan to the City. Concluding comments to the draft were received from the Airport Planning Committee (APC) on April 28. On June 22, Council's Airport Committee (CAC) completed their final analysis of the Draft Final Master Plan and recommended forwarding the document to City Council for their review. To augment certain Master Plan conclusions, additional study elements have been prepared. They are an Economic Benefit Study, and a review of the Performance-Based Noise Ordinance. Additionally, a Program EIR, in combination with an Environmental Assessment (EA), is currently under preparation.

Airport Master Plan

The aviation demand analysis and facility requirement studies conducted for the Airport Master Plan resulted in two findings. First, the existing runway lengths (Runway 28L = 5024'; Runway 28R = 3107'), widths (150' and 75' respectively) and pavement strengths (restricted to aircraft weighing 75,000 lbs. or less) are sufficient to serve the existing and future mix of aircraft expected to use the airport. Therefore, there are no requirements to either lengthen, widen or strengthen the current runway geometrics. The current aircraft fleet mix includes single-engine, multi-engine and corporate jet aircraft, and it is anticipated that this mix of aircraft will remain the same in the future, with some increase in corporate aircraft.

The second finding, however, reveals that a substantial number of additional hangar spaces will be needed throughout the planning period. The needed facilities include T-hangars, executive hangars and large conventional hangars for commercial general aviation operations. Between 268 and 318 aircraft can be housed in the airport's existing hangar facilities, as some hangars can accommodate more than one aircraft; but at this point the existing hangars are filled, and there are now over 200 additional aircraft on the hangar waiting list. Furthermore,

this unmet demand for hangars will increase by another 120 plus aircraft during the planning period, bringing the total unmet demand to over 320 hangar spaces. In the long-term, a separate public terminal building is also recommended to provide a distinguishable location on the airport for transient pilots.

Facility Development Plan

The study of future airport development determined the best use of available airport property to meet upcoming facility needs. This “**alternatives** analysis” resulted in a recommendation to widen the entrance **taxiway** to Runway 28L and use it for all departures to the northwest. Also recommended were a new exit **taxiway** location, hangar development near the transient aircraft apron, options for hangar development west of **Taxiway Z**, and the relocation of a portion of **Taxiway Z**. Three options for hangar development near the south apron helipad were also identified, which included an examination of the potential redevelopment of the entire California Air National Guard site.

Financial Plan

A financial plan was developed that defined the schedule for implementation of the recommended Master Plan improvements. This included developing the costs for each recommended project, the timing for implementation, and estimates of Federal funding eligibility for each airport improvement project. The local share costs for completing the recommended improvements were also projected.

The cost to implement the recommended Master Plan improvements and potential funding sources are outlined in the following table:

Summary of Total Development Costs			
	Total Cost	Federally Eligible	Local Share
Short Term Planning Horizon	\$6,753,456	\$4,454,600	\$2,280,856
Intermediate Term Planning Horizon	6,701,600	4,878,360	1,823,240
Lone Term Planning Horizon	3,221,600	1,470,420	1,751,180
Total Development	\$16,676,656	\$10,803,380	\$5,855,276

Program EIR

Environmental Science Associates (ESA), Inc., the consultant selected to prepare the Program Environmental Impact Report (EIR) for the Hayward Executive Airport Master Plan Update, published and distributed the required *Notice of Preparation (NOP) of an Environmental Impact Report*, on March 27, 2000. The NOP provides a description of the project and lists the environmental impacts that may be potentially significant, or that require further investigation,

It also lists the environmental impacts that are considered to be less than significant. Typical environmental impacts might include noise, air quality, traffic, aesthetics, agricultural resources, and mineral resources.

The EIR is a “joint document” addressing both the responsibilities of the City under CEQA, as well as the responsibilities of the Federal Aviation Administration (FAA), under the National Environmental Policy Act (NEPA). This CEQA and NEPA document will function as the City’s “Program EIR” under CEQA. CEQA Guidelines permit preparation of a program EIR for projects that can be characterized as a single large project and are related. It will also be referred to as an “EIR/EA” document, indicating that it will include both State and Federal impact analysis,

The publication date for the Draft EIR/EA is scheduled for late September, 2000. Following a 45-day public review period, a Final EIR/EA will be prepared. Certification by the City of the Final EIR/EA as fulfilling the requirements of CEQA is expected to occur in March 2001. The FAA’s review and approval process under NEPA is separate from the City’s process under CEQA and is expected to be completed in May 2001.

Noise Ordinance

A review of the Hayward Executive Airport Aircraft Noise Ordinance was conducted to insure that the ordinance is still meeting its designed objectives. One focus of the review was determining which aircraft can operate at the airport within the limits of the aircraft noise ordinance and if a significant number of aircraft are prevented from operating at the airport. The review concluded that the current noise ordinance strikes an appropriate balance and continues to be effective. The review of the ordinance resulted in the following conclusions:

Total operations at Hayward Executive Airport appear to have very little bearing on the number of noise monitor exceedances, complaints, or Aircraft Noise Ordinance violations. The number of complaints has increased in the last two years, but this appears to be due to two households and their dislike for aircraft overflights, rather than increased noise, because noise monitor exceedances are at all time lows. It should also be noted that the number of noise complaints continues to be very small when considering the number of operations that occur at Hayward Executive Airport.

While the ordinance appears to be effective at deterring louder aircraft from using the Airport, it has not inhibited the increase in operations that occurred in the last six years. No adjustments are anticipated for the Performance based Aircraft Noise Ordinance.

The study did recommend that because of computer and software technology improvements in noise monitor and radar flight tracking systems in recent years, replacement of the existing system should be considered. The current system is very labor and time intensive due to the need to manually correlate noise monitor exceedances data with recorded radio communications. Noise monitor and radar flight track systems can be designed to correlate exceedances and aircraft type information automatically.

Economic Benefit Study

Airports influence the regional economy in many ways. As a transportation center, an airport facilitates commerce through the movements of air travelers and cargo. Airports bring essential services to a community, **including** enhanced medical care, support for law enforcement and fire control, and courier delivery of mail and high value parcels. These services raise the quality of life for residents and maintain a competitive environment for economic development. Although these qualitative advantages created by the presence of an airport are significant and widely acknowledged, they are also difficult to measure. In studying airport benefits, regional analysts have emphasized indicators of economic activity for airports that can be quantified, such as dollar value of production of output, number of jobs created, and earnings of workers.

Information contained within the Master Plan Update includes an appendix, which presents the results of a study of the economic benefits of Hayward Executive Airport for fiscal year 1999. The study was primarily designed to answer two questions about the benefits associated with the airport:

1. What economic benefits were created in the *service area* by the presence of the airport during FY 1999?
2. What economic benefits were created within the *City of Hayward* by the presence of the airport in FY 1999?

Methodological Approach

Information for preparing the study was collected from the airport administration, tenants and employers on the airport, owners of based aircraft, and registered owners of visiting general aviation aircraft as shown on parking records maintained by Hayward Executive Airport staff.

On-airport tenants and employers were contacted through a mail survey and a follow-up telephone call or visit. Responses were obtained from 31 of the 36 contacted. The remaining 5 airport employers were inactive or undergoing changes that made their response unusable.

The hangar tenants whose leases are administered by the City were mailed an economic impact survey. Of the 271 surveys mailed to aircraft owners, 96 were returned, for a response rate of 35%.

Registration numbers for visiting **aircraft** were identified and mailing addresses for owners were obtained from the FAA database. Of 450 initial visitor surveys mailed, approximately 50 were returned for incomplete address or change of ownership. There were 98 **useable** visitor surveys returned from the remaining 400 valid addresses, a response rate of 24.5%.

Revenues, employment and payroll earnings from on-airport employers and tenants were combined with visitor spending on each category of spending to estimate economic benefits in the airport service area and within the City.

Multiplier benefits were computed for the service area and the City of Hayward using multipliers from the Regional Input Output Modeling System (RIMS) of the U. S. Department of Commerce. Industry categories and RIMS codes were hotels and lodging places, eating and drinking places, automotive rental, amusement and recreation services, air transportation, and construction.

Annual Benefits :

Direct economic benefits to *the City of Hayward* generated by airport activities include revenues from various types of on-airport businesses, projects and services, as well as revenues from purchases, such as food, drink and lodging made by air visitors. The *direct* airport-related economic benefits experienced by the City of Hayward during 1999 consisted of \$35.6 million in revenues and 347 jobs with combined earnings of over \$10 million. However, when multipliers are employed to capture *the indirect* or “*induced*” economic benefits to the City created by airport-generated monies flowing into the local economy, the figures for 1999 rise to \$53.7 million in revenues and 505 jobs with combined earnings of \$14 million.

Examination of the airport’s economic benefits to its *service* area, including the induced income captured through multipliers, results in even larger figures. When viewed from this perspective, the airport produced revenues of \$90.2 million for its *service area* in 1999 and provided 856 jobs with earnings of \$22.3 million

Daily Benefits:

The airport is available to serve the flying public every day of the year. On a typical day, there are some 420 operations by aircraft in use for business, government, recreation, and training flights. During each day of the year in FY 1999, the Hayward Executive Airport generated \$147,000 in economic activity within the City.

Economic activity supports jobs, not only for suppliers and users of aviation services, but also throughout the economy. Each day the airport provides 313 jobs directly on the airport and in total supports 505 local jobs in the City of Hayward. Workers who are residents of Hayward brought home daily earnings of \$38,000 for spending in the City of Hayward in FY 1999.

General aviation travelers who arrived at the airport contributed 25,309 visitor days of spending to the City’s economy. On an average day, there were 132 general aviation travelers in the service area and 69 of these visited Hayward, making average daily expenditures of \$6,860.

Future Benefits:

As aviation activity increases at the airport, the economic benefits may be expected to increase. The projections of future benefits in the study are based on an assumption that higher levels of airport operations will cause parallel increases in economic activity. The report includes estimated future benefits based on short-term, intermediate-term and long-term projections.

The projections are not linked to specific years, but instead are associated with future levels of airport operations.

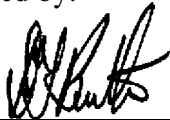
Next Steps


Because the Airport Master Plan is by definition a "planning document" it is appropriate to submit the Master Plan to the Alameda County Airport Land Use Commission (ALUC) for its review and comment. It is likely that this review will occur at the October 11, 2000 meeting of the ALUC.

SUMMARY

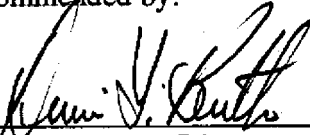
The Planning Commission is scheduled to hold a public hearing on the Draft **EIR/EA** in the Fall of this year. Staff anticipates that the Final Airport Master Plan, Final **EIR/EA**, and Final Mitigation Monitoring and Reporting Program (MMRP), will be submitted to the Planning Commission in early February 2001 for findings and recommendations to City Council. Staff anticipates certification of the Master Plan and adoption of the **EIR/EA** will go before City Council in March 2001.

Prepared by:




 Brent S. Shiner, Airport Manager

Recommended by:



Dennis L. Butler, Director of Public Works

Approved by:



Jesús Armas, City Manager